AMENDMENTS TO THE CLAIMS

1-6. (Cancelled)

7. (Currently amended) A machine comprising:

a first shaft;

a spur gear mounted to the first shaft;

a second shaft, the first and second shafts having an angular variance greater than zero degrees; and

a ~~low angle~~ face gear including a hub mounted to the second shaft, an angled gear flange surrounding the hub, and a plurality of gear teeth on the gear flange, the ~~low angle~~ face gear in mesh with the spur gear,

wherein a first vector normal to an outside surface of the angular flange and a second vector normal to the second shaft form an angle that is equal to the angular variance of the first and second shafts.

8. (Previously presented) The machine of Claim 7, further comprising an engine for driving the first shaft and a transmission driven by the second shaft.

9. (Previously presented) The machine of Claim 7, wherein the gear teeth of the face gear are formed by a precision grinding method.

10. (Previously presented) The machine of Claim 8, wherein the engine and transmission are a rotary aircraft engine and transmission.

11-13. (Cancelled)

14. (Previously presented) The machine of claim 7, wherein the first and second shafts have an angular variance of no more than 30 degrees.

15. (Previously presented) An assembly comprising:

first and second shafts that are non-parallel;

a spur gear on the first shaft; and

a face gear on the second shaft, the face and spur gears in constant mesh, the face gear including a hub on the second shaft, an angled flange around the hub, and gear teeth on the angled flange, the flange angled so the face gear achieves line contact with the spur gear when the gears are in mesh.

16. (Previously presented) The assembly of claim 15, wherein the first and second shafts have an angular variance of no more than 30 degrees.